

To-day's
Advertisements.PERSEVERANCE LODGE OF
HONGKONG, NO. 1,105.A REGULAR MEETING of the above
LODGE will be held in the FRIENDS'
HALL, Zetland Street, TO-NIGHT,
the 16th instant, at 8.30 for 9 p.m. precisely.
Visiting Brethren are cordially invited to attend.
Hongkong, 16th May, 1899. [621a]FIRE INSURANCE ASSOCIATION OF
HONGKONG.THE FOURTH ANNUAL MEETING
OF MEMBERS will be held at the
OFFICES OF THE CHINA FIRE INSURANCE
CO., LTD., NO. 3, Queen's Road Central, at
3.30 P.M., TO-MORROW (WEDNESDAY),
the 17th instant.

By Order,

W. HUTTON POTTS,
Secretary.
Hongkong, 16th May, 1899. [66a]

INSURANCE HOLIDAYS.

THE Undermentioned INSURANCE
OFFICES will be CLOSED for the
Transaction of Public Business, on MONDAY,
the 22nd instant (WHIT-MONDAY) and on
WEDNESDAY, the 24th instant, the Anniversary
of the Birthday of Her Gracious Majesty the
Queen.JARDINE, MATTHESON & CO.:
General Agents.CANTON INSURANCE OFFICE, LTD.
General Managers.HONGKONG FIRE INSURANCE CO.,
LIMITED.DOUGLAS JONES,
Secretary,UNION INSURANCE SOCIETY OF
CANTON, LTD.W. H. PERCIVAL,
Agent.NORTH-CHINA INSURANCE CO., LTD.
CHINA TRADERS' INSURANCE CO.,
LIMITED.A. S. GARFITT,
Acting Secretary.GANGTSIE INSURANCE ASSOCIATION,
LIMITED.GEO. L. TOMLIN,
Secretary.CHINA FIRE INSURANCE CO., LTD.
W. H. T. DAVIS,
Local Manager.THE STRAITS INSURANCE CO., LTD.
Hongkong, 16th May, 1899. [66a]

TO BE LET or SOLD.

IN AMOY CLOSE TO SEA.

A LARGE HOUSE—Four Bedrooms,
40 x 20, with Bathrooms, Drawing Room
40 x 20, Dining Room 20 x 20, and usual
Offices. Immediate Possession.E. F. B.,
Office of this Paper.

Hongkong, 16th May, 1899. [66a]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG."

Captain Robson, will be despatched for the
above ports, on THURSDAY, the 18th instant,
at 10 A.M.For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th May, 1899. [65a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SHANGHAI.

T HE Company's Steamship
"CHILI,"Captain Newcomb, will be despatched as above
on THURSDAY, the 18th instant.For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th May, 1899. [65a]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE; PENANG AND
CALCUTTA.T HE Company's Steamship
"SUSANG,"Captain E. J. Tadd, will be despatched as above
on SATURDAY, the 20th instant, at Noon.For Freight or Passage, apply to
JARDINE, MATTHESON & Co.,
General Managers.

Hongkong, 16th May, 1899. [65a]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBORO,
LONDON AND STRAITS.

T HE Steamship

"GLENLOCHY,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out, mark by mark
and delivery can be obtained as soon as the
Goods are landed.Optional cargo will be carried on, unless
instructions are given to the contrary, before
4 P.M., TO-DAY.Goods not cleared by the 23rd instant will
be subject to rent.

No fire Insurance has been effected.

All ship damaged packages must be left in
the Godowns where they will be examined on
the 22nd instant.All claim must reach the Undersigned before
the 25th instant, or they will be recognized.

MCGREGOR BROS. & GOW.

Hongkong, 16th May, 1899. [66a]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Sub-
scriptions, Advertisements, &c., be addressed to the
Manager, Hongkong Telegraph, and not to the Editor. "The Editor"
and not to individual members of the staff.Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
by the columns of the *Hongkong Telegraph* will always
be open for the fair discussion by correspondents of all ques-
tions affecting public interests; it must be distinctly under-
stood, however, that the *Hongkong Telegraph* may, in any way, hold
responsible for opinions thus expressed.

TO ADVERTISERS.

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THE HONGKONG TELEGRAPH.

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THE OBSERVATORY REPORT.

The report of the Director of the Observatory for 1898 published in the *Gazette*. We make the following extracts:

"The typhoons in 1898 were above the average both with regard to number and intensity. The telegrams issued from here attained that year a maximum of efficiency. All necessary notices, and only necessary notices, were issued, so that the shipping was not needlessly disturbed. They were subsequently compared with entries in logbooks, and confirmed by such entries. In all 275 typhoons have now been investigated at this Observatory."

"The comparison of weather-forecasts, issued daily about 11 a.m., with the weather subsequently experienced, has been conducted on the same system as heretofore. We have: Success 66 per cent, partial success 28 per cent, partial failure 6 per cent, total failure 0 per cent. Following the method used in meteorological offices and taking the sum of total and partial success as a measure of success, and the sum of total and partial failure as a measure of failure, we find finally that—94 per cent of the weather forecasts were successful."

In 1898 the number of transits observed was 2600. The axis of the transit instrument was levelled 215 times and azimuth and collimation were determined 67 times by aid of the meridian mark circled in 1884. No measurable deviation of this mark from the true meridian has yet been detected. Mostly stars of southern declination, whose right-ascension is not very accurately known, have been observed, and it is intended when 20,000 transits are available, say in five years from now, to form a catalogue of right-ascensions of about 2000 stars, so distributed that when the sky clears for only a couple of minutes a satisfactory determination of the time can be obtained. This is of great importance, especially early in the year, when the sky is generally clouded here."

"But with this view it is absolutely necessary that a fixed transit-circle be added to the equipment of this Observatory, the same as in other observatories. Such comparatively shabby centres of shipping as Madras and Perth (West Australia) have observatories supplied with fixed transit-circles, whereas the enormous shipping at Hongkong depends for its time and position and consequently safe navigation after leaving this port upon observations made with a small semi-portable instrument. I have already submitted to the Government that this defect ought to be remedied. A transit-circle is not only needed for determining time and longitude, but serves also to lay down geodetic bearings, latitude, right-ascension and declination. It can be used for observing earthquakes and would enable me to run a level right across the harbour, and otherwise contribute information required in survey work which would be not only important at the present time but likely to be more and more useful in the future."

Amongst the tables given is one showing the results of fifteen years' meteorological observations made at the Hongkong Observatory, concerning which Dr. Döberck says:—"In Appendix P to my annual report for the year 1898 (*Observations and Researches* in 1893 p. 20) are given ten years' means for the daily variation of the meteorological elements. The following table shows the fifteen years' means of the annual and monthly values of the meteorological elements. It also shows the probable upper and lower limits of certain of those values, so determined that in future years the actual values observed are as likely to fall outside as they are to fall within those limits. For instance, the mean temperature of January 1897 being 63°, by inspecting the following table, where the upper limit is given as 61°, for January, we learn that this month was unusually warm in 1897—but the total rainfall for June 1896 being 8,630 inches, while the upper probable limit for June is 22,722, we learn that this month was not unusually wet in 1896—or the total rain-fall for May 1898 being 4,866, while the lower limit for the month is 5°, shows that May was unusually dry in 1898. By applying the laws of chance a number of probabilities can be determined when such limits are known."

PRESENTATION OF THE LEGION OF HONOUR TO THE JAPANESE PRINCE IMPERIAL.

The ceremony of presenting the Grand Imperial Cordon of the Legion of Honour to the Prince Imperial took place in the Shiba Detached Palace on the forenoon of the 3rd instant. His Excellency the French Representative, accompanied by Vicomte de Bondy, and other members of the French Legation Staff, repaired to the Palace at 11 a.m. and the Prince arrived at 11.20. M. Harmand made the presentation, and the Prince expressed his thanks in the French language. Luncheon was served afterwards, and among those present were their Imperial Highnesses Prince and Princess Arisugawa and Prince and Princess Kanin, their Excellencies Baron and Baroness Samiopomiya, Madame and Mademoiselle Harmand, the Vicomte de Bondy, Viscount Viscountess and Miss Aoki, Marquis and Marchioness Oyama, and Viscount and Viscountess Kugawa.—*Japan Daily Mail*.

THE NEW PACIFIC CABLE.

The new telegraph cable, which the New York Pacific Cable Company propose to lay between the United States and Philippines, is to be 11,000 miles long, is to touch at Hawaii and the Carolines, and connect the Southern Ladrones, being thence extended to Manila. The weight of the cable amounts to twenty-eight tons per mile. The cost is reckoned at 1,000 dols. per mile, and as soon as Congress has given its consent to the slight concessions still demanded, the company is ready to commence work. The starting-point, according to the company's plans, will be Monterey in California, and the last point the town of Manila. Two years will probably be spent on the completion and laying of the cable, but the survey of the route across the Pacific to Manila will probably be begun immediately. A telegram of forty words from Washington to Manila now costs 2.62 dols. per word, and takes about two to three hours in transit. At least half a day, therefore, is necessary for an exchange of telegrams. With the new connection, a telegram of the same length from the United States to Manila will cost only 30 cents, and according to the calculations of the Cable Company, would reach its destination in not more than half an hour. One difficulty has hitherto been the want of intermediate stations in the Pacific, as the islands which would have served the purpose did not possess a Government of their own. If Hawaii, Wake Island, Guam, and the Philippines can be utilized as landing-places for the cable, there will be no extent of cable between these points so long as to constitute a difficulty. None of these sections would be as long as the Pacific cable, which is laid from Brest to Cape Cod, on the coast of Massachusetts, and which is 3,250 miles in length. The longest section of the proposed Pacific cable would be that from San Francisco to Hawaii, amounting to only 1,900 English miles, from Hawaii to Wake Island 1,200 miles, from Wake Island to Guam 1,200 miles, from Guam to Manila 1,500 miles. In the opinion of experts there are no depths on the route of the projected cable which would really exceed those of which cables have already been laid in other seas.

THE TRANSVAAL.

THE "GREAT TREK."

The historic life of the Transvaal began with the "Great Trek," or general exodus of the Boer Colony Boers, who, being dissatisfied with the liberal policy of the British Government towards the natives, moved northwards in large numbers between 1833 and 1837. By 1856, some thousands had crossed the Vaal, which at that time was under the sway of the powerful Zulu chief Moselakatze. In 1837, the Boers, to avenge the murder of some immigrant trains, attacked and utterly defeated this chief who, in 1838, withdrew beyond the Limpopo and founded the present Matabele State, virtually leaving the region between the Vaal and the Limpopo in the hands of the Boers. There were other troubles, however, and in 1838 the Boers stood a very good chance of being utterly exterminated. At this juncture they were saved by Andries Pretorius who inflicted two crushing defeats on the Zulus, and soon after Natal was proclaimed a Boer republic. But the British occupation of that territory in 1843 induced the Boers to retire in two bands across the Drakensberg, the southern division settling in the present Orange Free State, the northern again passing into the Transvaal from which they had been almost entirely ousted by the Zulus. Perpetual bickerings between two prominent personages, Pretorius and Potgieter, brought to failure all attempts to establish an organized system of Government in the Transvaal until Pretorius, in 1852, induced the British Government to sign the Sand River Convention which virtually established the political independence of that region. The Boers, however, persistently refused to treat the natives on a footing of equality, or even of common justice. The "Fundamental Law" passed in 1852 declared, indeed, that the "people will admit of no equality of persons of colour with the white inhabitants, either in State or church." Owing to this policy, opposition was constantly shown both to English traders, who were disposed to deal fairly with all, and to missionaries, as witness the plundering of Livingstone's houses in 1852. There were continuous troubles with the natives more especially with the Batawana, the Barolong, and the Griquas in the West. In 1876 came the discovery of diamonds and the announcement of gold-fields in the interior, and a year later a proclamation by Pretorius extending the boundaries of the State west by Lake Ngami, and east to Delwyn Bay. Then followed disputes and negotiations with England and Portugal, Delwyn Bay being ultimately awarded to Portugal (1873) by the French President, Marshal MacMahon, to whose decision the master had been referred. In 1871, President Burgers was appointed and visited Europe in connection with the Delwyn railway scheme. This is the complex puzzle which Mr. Chamberlain has set himself to solve, or to cause to be solved.

FORCES IN THE TRANSVAAL.

The British troops quartered in South Africa, at present, are as follows:—Cape Colony, 1st Batt. Liverpool Regt., and 2nd Batt. Berkshire Regt., 2nd Batt. Yorkshire Light Infantry, 1st Batt. King's Royal Rifles, 14 and 23 Companies Royal Artillery (Western Div.), 29th Co. fortress engineers, detachments of A.S.C., R.A.M.C., and A.O.C. "Natal"—5th Lancers, 18th Hussars; 1st Batt. Leicester Regt., 1st Batt. K.R.R. (H. and Q. Companies), 2nd Batt. Dublin Fusiliers; 13th, 67th, and 69th field batteries Royal Artillery, No. 10 Mountain Battery, 29th Co. detachment R.E., detachments of A.S.C., R.A.M.C., and A.O.C. "There are troops also at St. Helena, including the 3rd Batt. West India Regt."

The Transvaal Republic has no standing army, with the exception of a small force of horse artillery of 32 officers, 79 non-commissioned officers, and 289 men. All able-bodied citizens are called out in case of war. There are three foot and six mounted volunteer corps, numbering about 2,000 men, subsidized by the Transvaal Government.—*Straits Times*.

to disown after every effort had been used by Sir Hercules Robinson, the High Commissioner, subsequently followed the trial in England of Dr. Jameson, and his officers, on charges of high treason. Since then the Uitlanders have been in much the same condition of discontent, which has recently eventuated in their latest petition to the Queen. It is signed by 31,000 Uitlanders and covers the whole of the Uitlanders' grievances against the Transvaal Government. It asserts that in spite of all promises there have been no practical reforms—indeed, since President Kruger renewed his undertakings after the revolt of 1895, the position of the Uitlanders, if anything, has been actually worse. The petition cites as examples of unfriendly legislation, the Aliens Immigration Act, withdrawn at the instance of the British Government; the Press Law, giving the President arbitrary powers; and the Aliens Expulsion Law, permitting the expulsion of British subjects at the will of the President without appeal to the High Court while burghers cannot be expelled, this being contrary to the Convention. The municipality granted to Johannesburg is described as worthless; it is pointed out that the Government rejected the report of the Industrial Commission, which was composed of its own officials; it is urged that the High Court has been reduced to a condition of subservience; and it is stated that the revenues of the country have been diverted for the purpose of building forts at Pretoria and Johannesburg in order to terrorise British subjects. Finally the condition of British subjects is described as "intolerable," and her Majesty is prayed to make inquiry into the grievances of the Uitlanders, "to secure the reformation of abuses, and to obtain substantial guarantees from the Transvaal Government and a recognition of the petitioners' rights." The Krugerite position is, briefly, that the Boers were first in the country and that it is their, that the Uitlanders are foreigners in a foreign country, and that they cannot therefore have a voice in the Government of the country. Obligations are placed upon the British subject living in the Transvaal without corresponding rights, he is treated as a member of a politically inferior order, he is, in fact, in the position of an outlaw. This is the complex puzzle which Mr. Chamberlain has set himself to solve, or to cause to be solved.

TO-DAY.

WEATHER REPORT.

On date at 10 a.m. On date at 4 p.m.

Barometer 29.03 29.87

Thermometer 76.2 76.4

Humidity 84.0

Rainfall 15.0

which he received from your most respectable body, has inspired him, coming as it does from a corporation for which the Filipino people entertain a most lively regard.

He recognises you as the moral representatives of the countries to which you severally belong, and also recognises your absolute impartiality in the past conflict, as well as your present disinterestedness and unanimity of feeling; but he must inform you that you have formed a mistaken judgment on this question. The war between the Filipinos and Spain has not yet terminated, it has only changed in form because the latter nation has transferred to free America what it called its right to rule us without our consent. The North American government by pretending, by means of the present war, to impose its sovereignty upon us as heir-presumptive of the ancient Spanish government, has contracted before humanity and in virtue of the eternal principles of justice the obligation of obtaining the release of the Spanish prisoners; either by force of arms or by a treaty with us terminating the war. We therefore ask you to use your influence with the American government so that it will not refuse the Filipinos their sovereignty of which they are so proud and for which they are struggling, thus obtaining the freedom of the Spanish prisoners who will be eternally obliged to you. It is the President's duty to obtain the freedom of these millions, though he has often repressed the most generous impulses of his heart, though he had to renounce his liberty or existence, or even to sacrifice the lives and liberty of thousands and cause inestimable destruction of property.

This is all that I can say in the fulfillment of the honorable charge conferred on me.

I remain your most respectful and faithful servant, who kisses your hands.

The writer prudently does not attach his signature.—*Oceania Española* May 6th.

ANNIVERSARIES.

1855—H.M.S. *Rattler* made a successful raid against pirates at Taichow.

1878—A new Volunteer Corps formed in Hong Kong.

1881—The amended Treaty between Russia and China ratified at Peking.

1886—Suakin evacuated.

1890—Accidental explosion of a shell at Wanchai; two persons injured.

TO-MORROW.

Wednesday, 17th May, 1899.

Chinese—5th of 4th moon of 25th year of Kuang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 3hr. 55min.

Afternoon 1hr. 52min.

Low water—Morning 3hr. 5min.

Afternoon 1hr. 18min.

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1858—A reward of \$500 offered by Sir John Bowring for the arrest of the pirate Chu-A-Kwai.

1860—Loss of the French warship *Ircle* off Amoy.

1879—Arrival of General Grant in Shanghai.

1886—King of Spain born.

1893—The four-masted ship *Somali* towed into Hongkong dismasted.

1897—Battle of Domoko.

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1893—The four-masted ship *Somali* towed into Hongkong dismasted.

1897—Battle of Domoko.

UNDISCOVERED CARGO.

1858—Prince Tallyrand died.

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Intimations.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE; PENANG, COLOMBO & PORT SAID.	SUNDAY, 21st May, at 4 P.M.
FUTAMI MARU.....	NAGASAKI, KOBE and YOKO-	THURSDAY, 25th May, at 4 P.M.
KASUGA MARU.....	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 26th May, at 4 P.M.
*IZUMI MARU.....	SEATTLE, (WASH., U.S.A.) VIA KORE, YOKOHAMA & VICTORIA, B.C.	THURSDAY, 1st June, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 11th May, 1899.

DR. KNORR'S
ANTIPYRINE

patented

"LION BRAND."

In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.

FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS.

NERVOUS AFFECTIONS.

ARGONIN

(Registered Trade Mark.)

SOLUBLE CASEIN-SILVER PREPARATION.

Used in Gonorhoea in 1 to 2 per cent. solutions possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.

It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

[134]

MILK, MILK, MILK.

JUST LANDED.

A FRENCH CONSIGNMENT OF ANGLO SWISS CONDENSED MILK.

Per Dozen tins..... \$2.00

Per Case of 4 Dozen @ 2.50

H. RUTTONEE,

13 & 15, D'Aguilar Street,

Hongkong, and

21 & 22, Elgin Road, Kowloon,

Hongkong, 18th April, 1899.

[582a]

Shipping.

STEAMERS.

INDO-CHINA-STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"KWEIYANG."

Captain P. H. Rose, R. N.R., will be despatched above TO-MORROW, the 17th instant, at Noon.

This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 16th May, 1899.

[65ca]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW AND TIENSIN.

THE Company's Steamship

"KWEIYANG."

Captain Outerbridge, will be despatched as above TO-MORROW, the 17th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 13th May, 1899.

[558a]

FOR MANILA.

(Taking Cargo at through Rates for ILOILO.)

THE Steamship

"BIRCHTOR."

Captain Bellaine, will be despatched as above on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 12th May, 1899.

[644a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

Shipping.

STEAMERS.

FOR SHANGHAI, YOKOHAMA & KOBE.

THE Steamship

"BIRCHTOR."

Captain Bellaine, will be despatched as above on or about SATURDAY, the 20th instant.

For Freight or Passage, apply to

DODWELL & CO., LIMITED.

Agents.

Hongkong, 12th May, 1899.

[644a]

THE OSAKA SHOSEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO SWATOW, AMOY AND TAMSUI.

THE Steamship

"SUMIDAGAWA MARU."

Captain Namekawa, will be despatched for the above ports, on SUNDAY, the 21st instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th May, 1899.

[649a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"GLAUCUS."

Captain Parwee, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 24th April, 1899.

[561a]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"VORTIGERN."

Captain Fairweather, will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "FERRID," at Short Intervals.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1899.

[651a]

THE UNDAUNTED.

will be despatched for the above port, on or about the 27th instant, to be followed by the

S.S. "HENLOMOND," about 3d June.

For Freight or Passage, apply to

BODWELL & CO., LIMITED.

Agents.

Hongkong, 15th May, 1899.

[651a]

THE SHERMAN HOMES & CO.

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched as above on TUESDAY, the 23rd instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamer of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th May, 1899.

[651a]

THE STEAMSHIP "UNDAUNTED."

will be despatched for the above port, on or about the 27th instant.

To be followed by the S.S. "MACDUFF" and S.S. "FERRID," at Short Intervals.

For Freight or Passage, apply to

BODWELL & CO., LIMITED.

Agents.

Hongkong, 15th May, 1899.

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BODWELL & CO., LIMITED.

Agents.

Hongkong, 15th May, 1899.

[651a]

THE HONGKONG TELEGRAPH, TUESDAY, MAY 16, 1899.

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection) now occupied by the Bowrington Saw Mills.

FLOORS in STAUNTON and ELGIN STREETS.

"BAHAR LODGE" OFFICES—1st floor, No. 10, PRAV CENTRAL (Lately occupied by Messrs. MELCHERS & CO.)

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 2nd May, 1899.

TO LET.

At the PEAK.

WITH IMMEDIATE POSSESSION.

A FIVE-ROOMED BUNGALOW, situated on MOUNT GOUGH called KIRKENDON. Apply to

H. L. DENNYS,

Supreme Court.

Hongkong, 5th May, 1899.

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL POST OF CHINA).

Apply to Comptroller Office.

E. C. HOCHAPFEL,

Hongkong, 23rd March, 1899.

[398a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to

The Manager,

"HONGKONG TELEGRAPH" OFFICE,

50, Queen's Road Central.

Hongkong, 5th March, 1899.

AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and "Cuffs" and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery, Materials can be supplied; if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892.

[493]

The Share Market.

LATEST QUOTATIONS.

(May 10th.)

Banks.

Hongkong and Shanghai Banking Corporation—298 per cent. prem. sales.

The Bank of China & Japan, Ltd.—(Preference) nominal.

The Bank of China & Japan, Ltd.—(Ordinary) 1/4 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—1/3 buyers.

National Bank of China, Ltd.—\$22.

Do. Do. \$22.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$220 buyers.

China Traders' Insurance Co., Limited—\$61.

North China Insurance Co., Ltd.—Tls. 180.

Yangtze Insurance Assoc. Ltd.—\$14.

Canton Insurance Office, Ltd.—\$142 sellers.

Straits Insurance Co., Ltd.—\$4.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$10.

China Fire Ins. Co., Ltd.—\$82.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—\$29.

Indo-China Steam Navigation Company, Ltd.—\$63.

China and Manilla S. S. Co., Ltd.—\$77.

Douglas Steamship Co., Ltd.—\$68.

China Mutual S. N. Co., Ltd.—(Preference)—1/5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/5 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—1/3 buyers.

Star Ferry Co., Ltd.—\$14.

Refineries.

China Sugar Refining Co., Ltd.—\$174.

Luron Sugar Refining Co., Ltd.—\$52.

Mining.

Punjab Mining Co., Ltd.—\$75.

Do. Preference Shares—\$1.60.

Societe Francaise des Charbonnages du Tonkin—\$180.

Queen Min. Limited—\$55.

Iceland Mining and Trading Co., Ltd.—\$10.

Raub Altan Gold Mining Co., Ltd.—\$50.

Olivers Freshfield Mines, Ltd.—(A) \$7.

Olivers Freshfield Mines, Ltd.—(B) \$4.

Great Eastern and Caledonian Gold Mining Co., Ltd.—\$24.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$70.

per cent. prem.

Hongkong and Kowloon Wharf and Godown Company, Limited—\$86.

Wainch Warehouse and Storage Co., Ltd.—\$41.

New Amoy Dock Co., Ltd.—\$15.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.—\$67.

Hongkong Land Investment and Agency Co., Ltd.—\$87.

Kowloon Land and Building Co., Ltd.—\$24.

Do. buyers.

West Point Building Co., Ltd.—\$48.

Hongkong Hotel Co., Ltd.—\$38.

Humphrey's Estate and Finance Co., Ltd.—\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$24.

China Borneo Co., Limited—In liquidation.

A. S. Watson & Co., Limited—\$44.

Hongkong Electric Co., Limited—\$14.

Hongkong and China Gas Co., Ltd.—\$126.

Hongkong Rope Manufacturing Co., Ltd.—\$170.

Geo. Brewick & Co., Ltd.—\$33.

Hongkong High Level Tramway Co., Ltd.—\$100.

China Yarn Co., Limited—\$1.

China Tobacco and Cigarette Factory, Ltd.—\$1.

Bells Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$85.

Two Cotton Spinning & W. Co., Ltd.—Tls. 74.

International Cotton Mfg. Co., Ltd.—Tls. 75.

Lou-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.

Soy Chee Cotton Spinning Co., Ltd.—Tls. 35.

Vaiblong Cotton Spinning Co., Ltd.—Tls. 55.

Tebrau Planting Co., Ltd.—\$3 per share.

Tebrau Planting Co., Ltd.—\$5.

BENJAMIN, KELLY & POTTS (Share Brokers).

Telegraph Address—Rialto."

EXCHANGE.

Hongkong, 16th May.

ON LONDON, Telegraphic Transfer 1/11 1/16

Bank Bills, on demand—\$1,114

Credits, 4 months' sight—\$1,016

Diments, 4 months' sight—\$1,016

ON BERLIN, (demand) —M.202

Bank Bills, on demand—\$249

Credits, 4 months' sight—\$251

ON NEW YORK, Bank Bills, on demand—\$48

Credits, 30 days' sight—\$49

ON BOMBAY Telegraphic Transfer—\$148

On demand—\$148

ON SHANGHAI, Telegraphic Transfer—\$724

Private, 30 days' sight—\$73

ON YOKOHAMA, T.T.—\$1 per cent. prem.

Sovereigns, Bank's Buying Rate—\$100.3

Gold Leaf 100 touch, per tael—\$2.00

Bar Silver—\$28.16

Dollars—\$1 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 16th May.

New Patna—\$735 per chest.

Old "—\$745 "

New Benares—\$728 per picul.

(Allowance, taels 40/40)

Old Malwa, credit—\$700/30 per picul.

Persian, paper—\$690/60

VISITORS AT THE HONGKONG HOTEL.

Mr. Sydney Abbott

Mr. J. H. Aitken

Mrs. John Angus

Mr. G. Apur

Mr. B. J. Barlow

Mrs. Betty and child

Mr. W. J. Blackhall

Mr. C. L. Borrett

Mr. B. Botteman

Capt. Burnie

Mr. C. M. G. Burnie

Mr. F. C. Clark

Mr. W. G. Cowin

Mr. C. Crane

Mr. and Mrs. J. R. Van Derlip

Miss Drury

Mr. A. H. Ellis

Mr. W. H. Everett

Mr. F. P. Fell

Mr. G. M. Forsyth

Mr. John Gibson

Capt. Goddard

Mr. and Mrs. J. M. Mr. and Mrs. A. H. Green

Major and Mrs. Griffin

Mr. J. H. Grimes

Mr. E. R. Hallinan